

Date:	December 28, 2003	Job Number:	0315
To:	Department of Transportation Services 650 South King Street, 3rd Floor Honolulu, HI 96813	Job Name:	Kaimuki Parking Master Plan Study
Attention:	Ms. Rae Gee, DTS Project Manager	Subject:	Meeting Notes for Community Mtg. 2
		Distribution:	

The following is a summary of the City's meeting with the Kaimuki community on Saturday, December 13, 2003. 8 a.m. in the Lilioukalani Elementary School Cafeteria. The meeting was moderated by Rae Gee (DTS Project Manager) and Ginny Meade Top of the Hill Parking Solutions Coalition (TOHPC).

DISCUSSION:

1. Introductory Remarks: Ginny Meade welcomed the audience and asked the attendees to sign in. Ginny introduced Lorrin Matsunaga and Mike Toma, both from Urban Works, the City's consultant for the study.
2. Ginny mentioned that the last portion of the meeting would be dedicated to a valet parking proposal from some of the Kaimuki merchants to handle parking during the holiday season.
3. Lorrin Matsunaga and Mike Toma discussed what would be presented during the meeting:
 - The parking master plan examines both short-term and long-term parking solutions for the municipal lots in Kaimuki, bounded by Waiālae, Harding, 11th and 12th Avenues. The larger lot closer to 11th Avenue is called Lot A while the smaller lot closer to Koko Head Avenue is called Lot B. Lot A is located just makai of the restaurants such as Big City Dinner and Café Lauffer.
 - The study will examine a broader scope beyond the boundaries of the parking lots, but the presentation would focus on the short-term options within the lots.
 - At the last community meeting, some of the participants asked that the City's consultant include a parking inventory of privately owned lots between 9th Avenue and Wilhemina Rise. The field work has been completed but needs to be summarized graphically. It will be presented at the next meeting when long-term parking options are presented.
4. Lorrin and Mike stated that the goals of the Parking Master Plan Study:
 - Provide more parking for customers. Historical documents and our field work indicate there are a significant number of employees who park in the metered lots over an extended period of time (4 hours or more), thereby reducing the number of parking spaces available for customers. This is a very big concern to the businesses in the district.
 - Encourage a reasonable turnover in the lots, making parking spaces available to customers and find ways to reduce the number of persons parking in the lots for a long period of time.
 - Provide greater control within the lots and to get all parkers to pay their fare share.
5. What Has Been Done To Date:
 - Interviewed the HPD Parking Enforcement Division, specifically the branch chief of the "meter maids." We have gotten information on revenues and monthly citation count.

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- Talked to private parking lot operators, such as APCOA, Diamond Parking System and Republic Parking.
- Reviewed existing parking lot drawings and studies provided by the City, including the Traffic Calming study Alan Fujimori that formed the basis for the Phase I sidewalk improvements along Waialae Avenue.
- Conducted field work within the two parking lots to study parking demand. Survey involved counting cars during a typical week day (14 hour period) and typical weekend day (14 hour period), recording the length of time and time of day that a customer's car was parked.
 - a. Methodology involved writing down the last 4 digits of a car's license plate to try to establish a pattern on the part of the users of the lots.
 - b. Confirm when the lots are most full and when they are not; establish patterns.
 - c. Determine the extent of long-term parkers in the lots (over 4-5 hours).
- Interviewed community members to obtain an understanding of previous and present concerns about the parking problems. Urban Works' study would be a continuation of the work that has already occurred in Kaimuki. DTS wants this study to complement and fit into the overall goals and objectives of the Kaimuki Master Plan, already in place.
- Developed conceptual short-term parking options in association with Urban Works' parking consultant, Tom Soo Hoo of Walker Parking Consultants, San Francisco, CA. Tom has personally visited the site, met with DTS staff, and understands the site constraints and objectives of the study first hand.

PRESENTATION OF SHORT-TERM PARKING OPTIONS

Lorrin and Mike presented four (4) short-term parking options for Lots A and B (PowerPoint presentation supplemented by display board).

7. Option 1 – Metered Parking in Both Lots.

- Both lots A and B are split into a small short-term (1 hour) metered parking area next to the restaurants facing Waialae Avenue, while the main lot would have longer term metered parking (3 hours). The short-term parking area would also accommodate deliveries for the restaurants and other businesses.
- At short-term metered parking at Lot A, traffic enters from 11th Avenue and flows out through 12th Avenue. Three handicapped spaces and loading stalls added near the 11th Avenue entrance. Loading would be limited to loading early morning before 10 a.m.
- There is an actual landscaped separation between short-term metered parking and longer-term metered parking. In Lot B, this allows the post office loading to be separated from the main attendant parking.
- Lot A is increased from 270 to 285 spaces (+13). Lot B is increased by +2 spaces, from 110 to 112.
- Restriping and one-way circulation increase efficiency of lot and reduce congestion.
- No gates; open entrances. This scheme leaves meters in all the lots but changes the timing on the meters (1 hour at the top and 3 hours in main parking areas).

8. Option 2- Attendant parking in Lot A and Metered Parking in Lot B

- Similar arrangement of short term metered parking next to the businesses in both lots. In the main lots below the short term parking areas, you would have attendant parking in Lot A and metered parking in the smaller Lot B.

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- To enter the attendant lot, you must take a ticket at the gate.
 - To exit, you must pay the attendant in the pay booth at the exit. You pay for the time you spent in the parking lot. There would be two attendants in Lot A at 11th Avenue and 12th Avenue exits.
 - Lot B metered parking like the first option.
9. Option 3 – Attendant parking in both lots.
- Replaced all meters in two lots with exception of short-term metered parking behind restaurants (Big City Diner and others) in Lot A and the shops on the mauka side of Lot B.
 - Again, the short-term 1 hour parking allows people who are picking up things or doing limited shopping. Also separates the loading and deliveries from the main attendant parking lots.
 - Two main parking areas (Lot A and B) will have attendant parking.
 - Lot A attendant parking will have two entry gates and one attendant pay booth, while Lot B to have 1 entry gate off Harding and one attendant pay booth off 12th. This option has a total of two attendants.
10. Option 4 – Automated Pay Machines
- Short term 1 hour parking areas at both lots, similar to all options.
 - All meters are replaced in the main parking lots.
 - A customer pulls a ticket at the entry gate upon entering. You can't get out without paying, but in this option, you pay at a machine within the lot, not an attendant.
 - Pay with cash, credit card or smart cards (debit cards) pay before you exit.
 - After payment has been made, you drive to an exit gate and insert the validated ticket into the gate machine. The gate goes up to let you out.
 - Pay machines would be located at convenient locations within the two lots. At A, there would be one pay machine close to restaurants and another toward the bottom of the parking lot toward Harding.
 - There would be one attendant in lot A at the 12th Avenue exit to provide assistance in case or equipment malfunctions or if there are questions.
 - Lot B – One pay machine.

QUESTION AND ANSWER SESSION

After Urban Works' presentation, members of the audience were given an opportunity to comment or to ask questions.

1. Rep. Barbara Marumoto: Where do you obtain debit cards?

Response: Cheryl Soon indicated that the City is going to implement a demonstration project in downtown in March using smart cards. This would be an option for payment with cash. You can purchase them at city-designated areas. Lorri added that automated pay-on-foot machines have been introduced in the Bay Area for a while now, including curb-side parking situations.

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2. Brandon Barry, owner of Bead It: Short-term attendant parking option is a much needed idea. He liked the landscaped barrier between the short-term metered parking / delivery zone and the main attendant parking area in both lots. Great solution. He also commented on the debit cards:
 - Debit cards are a great idea, and if people can purchase them in Kaimuki through a merchant or automated dispenser, even better.
 - Attendant parking and automated parking: It is important to determine how the parking fees are set (by parking vendor); the rates need to be affordable for customers and priced just high enough to get employees out of the parking lot.

Response: Rae Gee said the fees are set by City ordinance. Mike Toma said the purpose of the study is about how to generate more revenue for the City but to create more parking for customers, and improve circulation and efficiency within the lot(s). The parking layouts provide a mechanism to keep the flow of the parking lot going and to make more stalls available to the customers.

1. Joe Holtz, Kaimuki Neighborhood Board: He is concerned about the study scope.
 - a. He wants to know the percentage of the lot used by long-term parkers, and based on this, how the plans will improve the parking situation.
 - b. Before getting into the solutions presented, he would like to know what the current capacity is, based on current statistics, and what the parking demand will be in 10 years for now.

Response: Urban Works did field work in the existing lots to get a better idea of the parking demand and habits. They have the raw data from the survey and will need to recap their findings graphically. The work has not been completed. The costs associated with the various options need to be finalized also. The initial cost of automated pay machines is high compared to attendant parking but we also need to consider long-term labor costs vs. efficiency of smart cards and efficiency of automated pay machines.

With respect to Joe's desire to examine long-term parking demand (10 years into the future) and alternative solutions to handle future needs, Lorrin said the scope of the study is very specific. The study requirements are to examine very specific parking solutions (both long-term and short-term) to provide more parking for customers and to improve in the lots. There is a need to look at the larger picture but Urban Works' scope is limited. Whatever options are proposed, they will be compatible to the existing City's master plan and traffic calming study.

2. Mike Abe, Chair of Kaimuki Neighborhood Board: What do the merchants feel about metered parking and attendant parking? He favors attendant parking, assumes it would be cost efficient and feasible. He needs to know more details about how it works and costs. Debit cards might make sense in the long run, but there are immediate cost issues and timeliness is essential for the community right now.
3. Barbara Marumoto: She again stated that short-term parking in the areas behind the shops is insufficient for demand; need more short-term parking (1 hour). She would like to know about valet parking. Ginny deferred discussion till later in the program/meeting.
4. Dwight, resident of Kaimuki and business owner: Would like to see valet parking at Queen Theater parking lot. You can enter off of Center Street. There is adequate space and street access.
5. Charles Tang, retired policeman specializing in traffic and road problems. He is a sales representative for Sky Valet Parking, which is a robotic parking system that would be good in the area for long-term parking.
6. B.J. Colbert from Prosperity Corner: The short-term parking areas next to the shops will have more meter maids monitoring this area. They will deter customers from shopping. Customers with a \$35 ticket who are one minute late will not return to that store. Short-term meter parking and meter maids closely monitoring this area would have a bad impact on businesses customers.

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Response: In these short term metered area, the 1 hour parking is for people doing quick errands or tasks. Customers needing more time can park in the 3 hour areas and have enough time to visit a variety of stores or restaurants.

7. Dwight stated the parking situation is better with attendant parking because this system offers more options in terms of time and not getting parking tickets.
8. Brandon from Bead It: In the attendant parking scheme, it appears there is no limit on the number of hours parked. This is a potential problem if you are trying to achieve greater turnover of parking spaces. He suggested different rates and said that 1, 3 and 5 hours are good options, leaving it up to the individual to follow the parking rules. It is the customer's responsibility and owners must do a good job in enticing the customer to come back to their stores.

Response: Lorrin said rates have to be set fairly, not so high that it would discourage shoppers but not too low that parkers will not be motivated to leave (poor turnover).

9. Naomi Masuno: She is disappointed in the study so far. She stated that these are old ideas and there is not a real solution. Would like to have seen other scenarios with real solutions. She is concerned that other solutions may not be discussed or have a chance to be implemented.

Response: The options presented are short-term solutions and that long-term solutions will be presented at the next meeting. Short-term solutions need to be looked at since long-term solutions are costly. By their nature, there are short-term options that can be implemented more readily.

10. Mike Abe, Kaimuki Neighborhood Board: There needs to be more flexibility on parking rates. Attendant parking will allow discretion for rates and hopefully the City will provide good or reasonable rates set by the ordinance.

Response: This is a good point. Our parking consultant mentioned that the longer you stay in the lot for attendant parking the rates could increase. It is a subtle way of encouraging you to leave or to stay more short term to create turnover.

11. Lori Gerosbi, soon to be on Charles Djou staff: A personal comment: What about validated parking from area vendors where customers get reduced rates? She said both lots could be considered for this.

Response: This could be considered as part of study, and added to the attendant parking options, if the community is in favor of it.

12. Barbara Marumoto: Asked about the UW field study. What hours do we need attendant parking for? How many hours a day?

Response: Probably a 12 to 14 hour period each day. The lots empty out after 10 pm. At those times, the gates would be up and no attendants would be on duty. It would cover lunch and dinner peak hours.

13. Faith Kunimoto: What are the dimensions of the parking the spaces? The elderly have a hard time getting out of the cars right now.

Response: Presently, the stalls are 8'-3" wide. This is code. However, as a result of the proposed restriping, there would be one-way circulation and this would make it easier for people to get in and out of cars.

** Clarification:* After the meeting, Mike corrected the earlier response and said that the layout of the lots result in stalls widths that 8'-6" wide.

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VALET PARKING

Ginny Meade presented the proposed pilot valet program that would be implemented for this year's Christmas season. She asked the audience for input.

1. The valet parking proposal advocated by many of the merchants would use a small part of Lot B from December 13th to 26th.
2. The project is being facilitated by the Top of the Hill Parking Solutions Coalition (Ginny Meade).
3. The project will use 14 spaces in Lot B along Harding Avenue for valet parking.
4. The one-way entrance along 12th Avenue would be closed.
5. The 14 parking spaces would be stacked by the valet (double or triple parking the number of cars in that area).
6. Valet parking period would be from 9 a.m. to 10 p.m. If the hours don't work out as planned, they will shorten the time.
7. Merchants will pay for the outsourced valet service. The goal is to generate enough business to pay for itself.
8. The merchants are renting the spaces from the City, courtesy of the Department of Transportation Services.
9. They put barriers up and engaged a valet service represented by Prestige Valet.
10. This is a project to give businesses a chance.
11. The cost is \$3.
12. Staging area is behind C and C Pasta Company. A private parking stall has been donated by the merchant as a valet staging area.
13. Hopefully it will bring more business to the area.

COMMENTS:

1. Is there a time limit for the \$3?

Response: Employees and owners are not allowed to use it, but just the patrons and customers. Anyone coming to do business in the area can park valet.

2. What if they are there for a few minutes?
Response: It is still \$3.

3. Who is proposing this plan?

Response: The merchants are the applicants and Ginny is the facilitator. The idea was that the Harding area was the least used and that's why it was chosen.

4. BJ of Prosperity Corner: The cost to hire a valet service is \$4500. That's why she picked this lot, she paid for it, and that's why she picked it, she could get area businesses to sponsor that area. If seven people park in it for an hour it will pay for itself. The businesses (pay the City) for the parking stall. It's something to start with.
5. Ginny Meade: She reminded them that this is a private pilot project. They will see if it works.

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